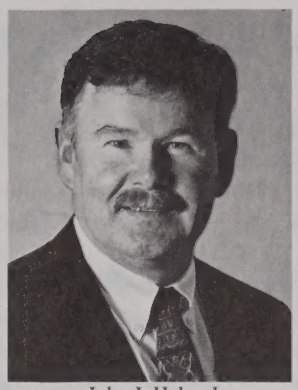
MOBILITY
NJ TRANSIT The Way To Go
Christine Todd Whitman, Governor of New Jersey John J. Haley Jr., Commissioner of Transportation, Chairman of the Board, NJ TRANSIT

A MESSAGE FROM COMMISSIONER HALEY


John J. Haley Jr.

This publication represents the revival of a good idea.

Years ago, the New Jersey Department of Transportation (NJDOT) produced a newsletter also entitled ***Mobility***. It was filled with fresh information about major road, rail and aviation projects and distributed to persons such as yourself — a select constituency of state, county and municipal officials, industry professionals and others who have an abiding interest in what's happening in the transportation field.

With the return of ***Mobility***, we at the NJDOT hope to bridge the information gap and keep you apprised of construction dates, grant applications and the daily status of projects throughout New Jersey ... the type of news you do not routinely find in the paper. We will share with you our goals, brag a little about our accomplishments and talk about some of the ideas we have about how to make our transportation network a continuing source of pride and an instrument of progress.

We hope you will welcome the reappearance of ***Mobility*** and find it useful.

NJDOT eliminates clogged circles

When New Jersey invented and constructed the very first "traffic circle" in 1925 — along Route 38 near Camden — it was a popular engineering marvel that got motorists from one major point to another conveniently and easily.

"Circles are no longer a help but a hindrance to traffic flow. We are dismantling as many as we can, as fast as we can," said Commissioner John J. Haley Jr.

Some of New Jersey's more infamous rotaries, such as the **Laurelton Circle** in Ocean County and the **Eatontown Circle** in Monmouth County, have already disappeared as a result of NJDOT's commitment. Others, such as the **Ledgewood Circle** in Morris County, are in the process of being taken apart and remedial efforts will continue into the future.

The NJDOT's capital program for the 1998 fiscal year earmarks $3,850,000 for five new circle elimination projects.

A total of $1.3 million will be used to design and acquire right of way in order to replace the **Cardiff Circle** and enhance the connections to Routes 40 and 322 in Egg Harbor, Atlantic County. Construction is scheduled to begin during fiscal year 2000.

A half million dollars in right of way acquisition will begin this fiscal year, a first step in dismantling the **Collingswood Circle** in Camden County that connects Routes 30 and 130 in Collingswood. The target date for construction is fiscal year 2000.

Design work will begin on a plan to eradicate the **Marlton Circle** at the intersection of Routes 73 and 70 in Evesham, Burlington County, courtesy of a half-million-dollar appropriation. Right of way acquisition is set to begin in the 1999 fiscal year and construction in 2001.

The **Victory Circle** connecting Routes 9 and 35 in Sayreville, Middlesex County, also is slated to be dismantled as part of a larger project that entails the replacement

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Relief overdue on Routes 4 & 17

The interchange that connects Routes 4 and 17 in Paramus is not only considered the "Crossroads of Bergen County" but also a crossroads for the entire region. It serves as a vital link with the Garden State Parkway, New Jersey Turnpike, I-287, I-80 and Route 46.

If you live in one of the many communities in the area, shop or work at one of the many commercial centers in the vicinity or commute from Bergen County to New York, this interchange has a profound impact on your life. But as development intensifies in the region, so does the already formidable traffic volume. It is likely the crossroads of Bergen County is responsible for a lot of cross motorists.

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NJ commits to Route 52 Causeway improvements

For at least 20 years, officials in Ocean City and Somers Point have heard talk of major changes in store for the Route 52 causeway joining Cape May and Atlantic counties.

"Talking is easy," said Transportation Commissioner John J. Haley Jr. "Delivery is the hard part, but the Department of Transportation and the Whitman Administration are committed to delivering."

An ambitious project, which entails the replacement of four antiquated bridges and the possible relocation of the Intercostal Waterway (ICWW), has gotten the green light. One and a half million dollars has been budgeted to begin the preparations.

"We have hired a design consultant," Haley said, "and the firm is already working on the Environmental Impact Statement that is required by federal regulations. The study, which is targeted for completion in late 1999, will evaluate the impact of the project on tidal marshlands and hard shell clam habitats. In addition, it will examine the social and economic consequences as well.

"The existing causeway bridges are structurally deficient and functionally obsolete," the Commissioner added. "Traffic backups, especially during the summer tourism season, occur much too often because of frequent bascule bridge openings. The most sensible way to improve traffic flow and safety is to replace all four causeway bridges, including the two moveable ones, with modern and wider fixed spans."

Bridges serving the causeway cross Beach Thorofare, Rainbow Channel.

To accommodate the proposed high-level fixed spans, the ICWW may have to be realigned, and that will require an act of Congress and approval of the Army Corps of Engineers. The ICWW now runs under the Beach Thorofare bascule* bridge, the closest of the four to the Ocean City, Cape May County side.

The relocation of the ICWW to the centrally located Rainbow Channel would allow the moveable bridges at Beach Thorofare and Ship Channel to be replaced with fixed span bridges with minimal right of way impacts in Ocean City and Somers Point. If the ICWW is not moved and fixed span bridges are constructed, additional right of way may have to be purchased in order to provide the clearance required by the U.S. Coast Guard.

An outgrowth of the project will be the replacement of the Somers Point Circle with a signalized intersection. Work will include a cut-through and widening of Route 52 through the circle — two travel lanes in each direction with a center turning lane.

Plans call for the circle elimination to be completed during the 2001 fiscal year and the causeway project during the 2002 fiscal year.

* a type of drawbridge

NJ TRANSIT embarks on new rail safety systems

When NJ TRANSIT took over New Jersey's commuter rail system in1983, the agency began a multifaceted $2.5 billion program to bring the state's antiquated rail infrastructure and systems into a state of good repair. The work included everything from replacing jointed rail with continuous welded rail, upgrading signal systems, replacing old rolling stock and establishing a comprehensive bridge inspection and maintenance program.

With that challenge met, NJ TRANSIT has embarked on an ambitious safety project that ultimately would make it the first passenger railroad in the world to integrate two automatic train braking systems known as Positive Train Stops (SSPTSSS) and Automatic Train Control (SSATCSS).

This fall, NJ TRANSIT began a demonstration project to design and test. The system, which has been used in Europe but never before installed on a North American railroad, has the ability to stop a train before a stop signal if an engineer doesn't respond appropriately to commands given by the train's on-board computer system. The SSPTSSS system uses transponders placed at intermittent locations in the gauge of the track to send a radio signal to the train's computer which in turn provides information to the engineer in the locomotive. The SSPTSSS system will supplement SSATCSS, another braking system. SSATCSS has previously been installed on 54 percent of NJ TRANSIT's lines.

Next year, Union Switch & Signal Inc. of Pittsburgh, PA will install the SSPTSSS system on 108 miles of NJ TRANSIT railroad, including the Main, Pascack Valley and Boonton lines. If the initial installation of the system is successful, NJ TRANSIT will seek Board of Directors' approval to install the SSPTSSS system on the remainder of its rail lines. The cost to install the SSPTSSS system on NJ TRANSIT's entire system would be $42.3 million. Ultimately, NJ TRANSIT would like to equip its entire railroad with both the SSPTSSS and SSATCSS.

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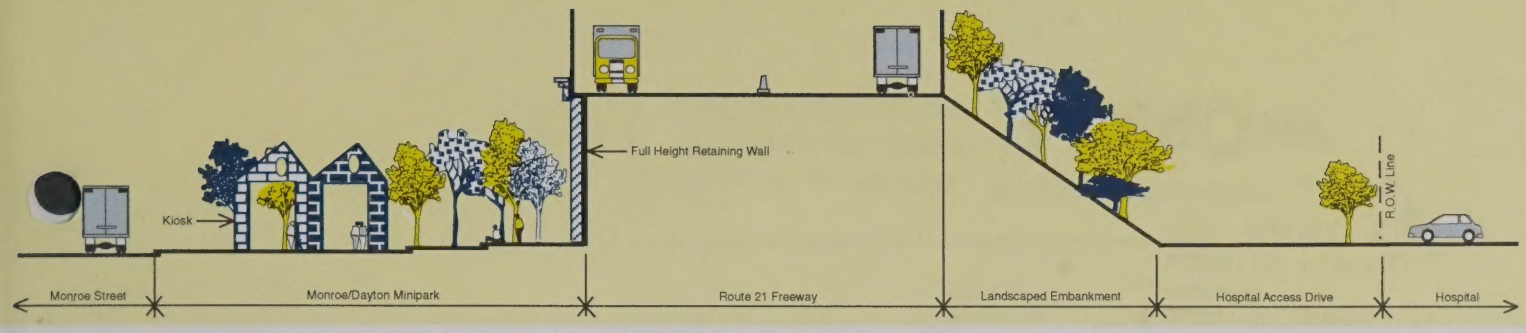


Route 21 Freeway emerges from Dundee Canal

The Dundee Canal, an engineering achievement when it was built between 1858 and 1860 to improve navigation along the Passaic River, was possibly used by only one boat before beginning its slow but inexorable decay into what one modern author calls "an aqueous corridor of trash"... and some researchers have grave doubts that the famed journey ever happened.

But the canal will get a new lease on life when 8.5 acres become part of the Route 21 freeway extension from its current terminus at Hope Avenue in Passaic to Route 46 in Clifton. It fulfills the dream two Dutch millers had of creating a transportation corridor.

The millers — Brant VanBlarcum and John VanWinkle — formed the Dundee Manufacturing Company, later known as the Dundee Water Power and Land Company, to build the mile-and-a-half canal to expedite shipping and provide water power. By the time the project was approved by the New Jersey Legislature and construction completed, railroads offered manufacturers less expensive transport. After spending $300,000 on the project, the Dundee Company ran short of funds.

The canal system became unnavigable. The locks filled with sediment. To cut losses, the Dundee Company sold water rights, a move that was to have a profound impact on the history of the region. Many industries located factories on the banks of the canal and used it as a source of cheap water.

Among the industries that took advantage of the extraordinary deal were the New York Steam Engine Company, New York Belting and Packaging Company (later known as Uniroyal), Whippany Paper Board Company, Botany Mills, Forstmann Woolen Mills and the Okonite Company.

The Dundee Canal's role in promoting manufacturing sparked a rapid growth in the populations of Passaic and Clifton. Thousands of immigrants poured in to fill the job openings in the new factories, forming cultural enclaves important to the history of the area.

By the 1930s, however, the canal became a safety hazard and an eyesore. During 1934-35, the Department of Public Welfare and the Works Progress Administration put thousands of men to work piping sections of the canal into six-foot diameter underground flumes. The project helped Passaic get back on its feet after the Depression.

The Dundee Canal's role in the social, economic and industrial history of Clifton and Passaic and earned it eligibility for inclusion in the National Register of Historic Places.

While respecting its historic significance, NJDOT demonstrated that there was no other feasible alternative but to acquire part of the canal to construct the "missing link" of Route 21. The 1.8-mile four-lane segment from Passaic to Route 46 in Clifton will enable motorists to finally travel on Route 21 from Newark to Paterson.

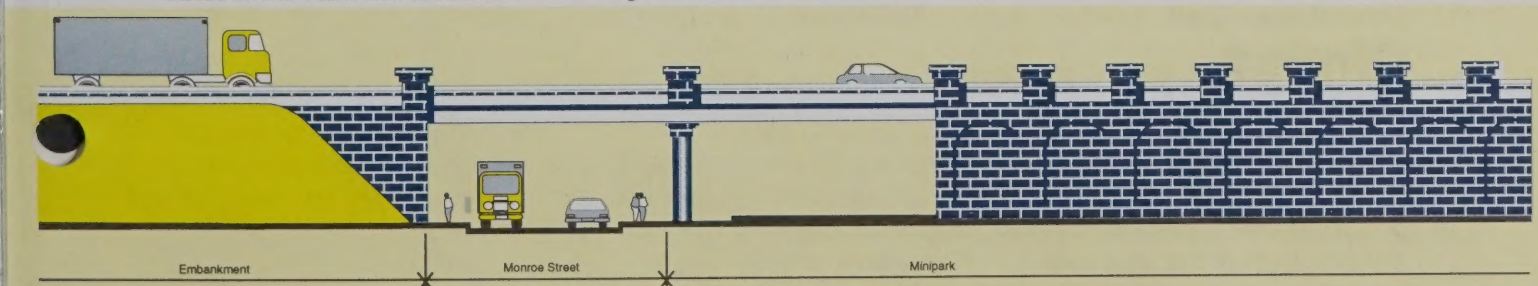
To minimize harm to the canal, the NJDOT will construct retaining walls to keep the highway footprint as small as possible.

All environmental permits for the three separate construction contracts necessary to complete the link have been obtained. Two of the three contracts, valued at $45 million, were awarded during the past few months. Actual construction activity is imminent.

The final contract, worth an estimated $55 million, is currently in the design stage and almost complete. The NJDOT is moving forward to buy right of way, including a portion of the Dundee Canal and expects to award the contract next year.

Given the unique character of the canal and the surrounding communities, special touches will be incorporated into the project. For instance, nearly every visible structural element — from retaining walls and noise barriers to bridge abutments and piers — will include distinctive architectural details designed to reflect the history of both cities. Bridges will have ornamental brick accents and mosaic medallions.

For the local communities, NJDOT will also construct amenities such as a rose garden, a street hockey rink, a mini-park, nature preserve and a monument to the textile weaving industry.



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NJDOT Communications Office
PO Box 600
Trenton, NJ 08625

South Jersey Port receives $1.7 million

The NJDOT has announced 234 grants to the South Jersey Port Corporation totaling $1.7 million. These grants will be used to correct track safety and geometry problems at the Beckett Street and Broadway Terminals that have resulted in derailments and lost productivity in recent years.

These grants, in conjunction with work to be performed by Conrail on the lead track, will permit the latest generation of rail cars to access these facilities thereby enhancing the Port's ability to handle cargoes. It will also allow direct service out and improve the turnaround time for rail cars.

In addition to upgrading the track, these projects will yield economic benefits. They will increase steel imports by 500,000 tons a year, plywood imports by 125,000 tons and rail traffic by 4,000 carloads.

These increases will create 300 new jobs for Camden. They also lay the groundwork for a more efficient operation of the South Jersey Port and enhance its ability to compete for Midwestern cargoes, further establishing New Jersey as an international and domestic cargo distribution center.

Routes 4 & 17

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Current traffic volumes are now double the capacity of the interchange when it was first constructed.

The interchange is soon due to receive a complete makeover that should ease your trip considerably. Its current design — a full cloverleaf and service road along Route 4 eastbound — will be replaced and supplemented with two direct flyover ramps, a new Route 17 bridge, new service roadways along Route 4 and a new overpass over Route 4 west of Route 17 to allow U turns.

"Relief is on the way," said Commissioner John J. Haley Jr. "We have $14.5 million in the current budget to buy right of way and another $4 million to begin construction. Final design plans will be finished early next year. A contract should be awarded a few months later."

Circles

Continued from page one

alignment. The existing bottleneck will be eliminated by widening Route 9 to three lanes in both directions at this location. To begin design work, $1.4 million has been made available this year. Right of way acquisition is scheduled for the 1999 fiscal year and construction for 2002.

Design work will also commence for a signalized "T" intersection to replace the **Ridgefield Circle** that links Routes 1 and 9 in Bergen County. There is $150,000 allocated in the current budget for this. It is anticipated that right of way will be purchased during fiscal year 2000 and construction begun during 2001.

Route	Section/Description	County	Municipality
1	6T 16E 1B	Middlesex	N. Brunswick Township
130	**Interchange improvement at interchange of Route 1 and Route 130**		

Construction of a grade-separated interchange to replace the existing at-grade intersection and traffic signal at the junction of Route 1 and Route 130. Route 1 will provide six travel lanes through the interchange. Full-width shoulders and auxiliary lanes will also be constructed.

Status:
The Federal Highway Administration (FHWA) approved funding for initial design in September 1997. The NJDOT is prepared to begin final design in May 1998. Right-of-way appraisals and negotiations are currently underway. The project is scheduled for construction advertisement in March 1999.

Route	Section/Description	County	Municipality
4	1L 2W 3T	Bergen	Paramus Boro
208	**Virginia Drive to Garden State Parkway, rehabilitation and operational improvements**		Fair Lawn Boro

Interchange reconfiguration to improve safety. Complete replacement of the Route 4 bridge over Route 208 with a new 4-lane structure. Widening of Route 4 from 3 to 4 lanes eastbound 0.3 miles to provide an auxiliary lane from Paramus Road to the Garden State Parkway. Shoulder addition in both directions. Improvement of bus pull-outs.

Status:
Initial stages of final design are underway. The first design review submission will be in February 1998. Final design will be completed in December 1998. Right-of-way procurement of 38 parcels should not delay the projected letting date. The project is scheduled for advertisement in December 2000.

Route	Section/Description	County	Municipality
9	1F 25K	Middlesex	Sayreville Boro
	New structure over Raritan River		Woodbridge Township

Construction of a new parallel Route 9 bridge over the Raritan River between the Garden State Parkway and the existing Route 9 Edison Bridge. At completion, Route 9 traffic will be diverted to this new structure, maintaining two lanes of traffic in each direction. The existing Route 9 Edison Bridge will be rehabilitated under a separate contract.

Status:
The NJDOT is currently preparing the environmental documents. Final approval of the documents and environmental clearance is expected in December 1997. The NJDOT will initiate final design for a design-build contract in January 1998. A design exception has been approved by the NJDOT and FHWA to retain the Smith Street ramp in Woodbridge Township. The project is scheduled for advertisement in March 1999.

Route	Section/Description	County	Municipality
15	4C	Sussex	Sparta Township
	Houses Corner Road, realignment of intersection with Route 15 and railroad grade separation		

Houses Corner Road will be realigned and widened to two 12-foot lanes with 8-foot shoulders. The roadway will intersect Route 15 about 350 feet north of the existing intersection and will be signalized. Route 15 will be widened to two 12-foot lanes with 12-foot shoulders and a 14-foot left-turn lane. A railroad grade separation will be constructed where Route 15 crosses the NYS&W Railroad.

Status:
Final design is underway and final plans are due in November 1997. Right-of-way activities are proceeding and will be completed in March 1998. The project is scheduled for construction contract advertisement in April 1998.

New Jersey Department of Transportation
Major Construction Contract Awards
January - September 1997

ROUTE	DESCRIPTION	COUNTY	MUNICIPALITY	AMOUNT (IN MILLIONS)
10	West of Salem Street to west of Millbrook Avenue, rehabilitation and operational improvements	Morris	Randolph Township	$6.80
21	Hope Avenue to Dayton Avenue, highway on new alignment	Passaic	Passaic	$13.68
21 46	Route 21: North of Ackerman Ave. to Rt. 46; Route 46: Lakeview Ave. to Rt. 21, highway on new alignment	Passaic	Clifton	$31.45
40 322	West of Chester Avenue to east of Jonathons Thorofare, rehabilitation and operational improvements	Atlantic	Atlantic City Pleasantville	$6.50
42F	Route 55 to Route I-295, widening	Camden	Bellmawr Boro Runnemede Boro	$34.47
47	Bridge over Grassy Sound, rehabilitation	Cape May	Lower Township	$7.17
206	Ledgewood Road to vicinity of Central Railroad, rehabilitation and operational improvements	Morris	Roxbury Township Mount Olive Township	$5.99
295	Exit 18: North of Clonmell Creek to south of Mantua Creek, operational improvements	Gloucester	Paulsboro Greenwich Township	$13.19
295	Exit 20: Mantua Grove Road and Grove Road, operational improvements	Gloucester	West Deptford Township	$14.35
29	Ferry Street to Lamberton Road, system connectivity	Mercer	Trenton	$70.93

Anticipated Major Construction Contract Awards
October - December 1997

	Newark-Jersey City Turnpike between Schuyler Ave. and I-280 interchange, and I-280 interchange and Rt. 7, widening	Hudson	Kearny	$4.00
31	Stanton Station Rd. to Payne Rd., widening	Hunterdon	Clinton	$19.40
4	Farview Avenue Bridge over Route 4, replacement	Bergen	Paramus	$8.50
45	Bridge over Fenwick Creek, replacement	Salem	Salem	$3.40